

## § 116.340

## 46 CFR Ch. I (10–1–10 Edition)

bowsprits, and standing rigging on a sailing vessel must be suitable for the intended service. The hull structure must be adequately reinforced to ensure sufficient strength and resistance to plate buckling. The cognizant OCMI may require the owner to submit detailed calculations on the strength of the mast, post, yards, booms, bowsprits, and standing rigging.

[CGD 85-080, 61 FR 900, Jan. 10, 1996; 61 FR 20556, May 7, 1996]

### § 116.340 Alternate design considerations.

The Commanding Officer, Marine Safety Center, may approve the structure of a vessel of novel design, unusual form, or special materials, which does not meet the requirements of § 116.300, if it is shown by systematic analysis based on engineering principles that the vessel structure provides adequate safety and strength. An owner seeking approval of an alternate design shall submit detailed plans, material component specifications, and design criteria, including the expected operating environment, resulting loads on the vessel, and design limitations for such a vessel, to the Marine Safety Center.

## Subpart D—Fire Protection

### § 116.400 Application.

(a) This subpart applies to:

(1) Vessels carrying more than 150 passengers; or

(2) Vessels with overnight accommodations for more than 49 passengers but not more than 150 passengers.

(b) A vessel with overnight accommodations for more than 150 passengers must comply with § 72.05 in subchapter H of this chapter.

### § 116.405 General arrangement and outfitting.

(a) *Fire hazards to be minimized.* The general construction of the vessel must be such as to minimize fire hazards insofar as it is reasonable and practicable.

(b) *Combustible materials to be limited.* Limited amounts of combustible materials such as wiring insulation, pipe hanger linings, nonmetallic (plastic) pipe, and cable ties are permitted in

concealed spaces except as otherwise prohibited by this subpart.

(c) *Combustibles insulated from heated surfaces.* Internal combustion engine exhausts, boiler and galley uptakes, and similar sources of ignition must be kept clear of and suitably insulated from combustible material.

(d) *Separation of machinery and fuel tank spaces from accommodation spaces.* Machinery and fuel tank spaces must be separated from accommodation spaces by boundaries that prevent the passage of vapors.

(e) *Paint and flammable liquid lockers.* Paint and flammable liquid lockers must be constructed of steel or equivalent material, or wholly lined with steel or equivalent material.

(f) *Nonmetallic piping in concealed spaces.* The use of nonmetallic (plastic) pipe within a concealed space in a control space, accommodation space, or service space is permitted in nonvital service only if the piping material has a flame spread rating of not more than 20 and a smoke developed rating of not more than 10 when tested in accordance with ASTM E 84 (incorporated by reference, see § 114.600) or UL 723 by an independent laboratory.

(g) *Vapor barriers.* Vapor barriers must be provided where insulation of any type is used in spaces where flammable and combustible liquids or vapors are present, such as machinery spaces and paint lockers.

(h) *Interior finishes.* Combustible interior finishes allowed by § 116.422(d) of this part must not extend into hidden spaces, such as behind linings, above ceilings, or between bulkheads.

(i) *Waste Receptacles.* Unless other means are provided to ensure that a potential waste receptacle fire would be limited to the receptacle, waste receptacles must be constructed of non-combustible materials with no openings in the sides or bottom.

(j) *Mattresses.* All mattresses must comply with either:

(1) The U.S. Department of Commerce Standard for Mattress Flammability (FF 4-72.16), 16 CFR Part 1632, Subpart A and not contain polyurethane foam; or,

(2) International Maritime Organization Resolution A.688(17) “Fire Test Procedures For Ignitability of Bedding